



## **CMAQ Project Selection Committee**

**Minutes – Thursday June 14, 2018**

- Committee Members:** Doug Ferguson, Chair (CMAP), John Donovan (FHWA), Tony Greep (FTA), Luann Hamilton (CDOT), Mark Pitstick (RTA), Chris Snyder (Counties), Christopher Schmidt (IDOT)
- Staff Present:** Jesse Elam, Jen Maddux, Jeff Schnobrich, Liz Schuh
- Others Present:** John Ambrose, Jen Becker, Ryan Chapman, William Cleveland, Brian Fairwood, Emily Karry, Steven Mannella, Kristin Mehl, Mehul Patel, Kevin Peralta, Andrianna Peterson, Brian Pigeon, Tom Rickert, Mike Sullivan (via phone), David Tomzik, Mike Walczak, Michael Weiser

### **1.0 Call to Order**

Mr. Ferguson called the meeting to order at 2:05 p.m.

### **2.0 Agenda Changes and Announcements**

Mr. Ferguson announced that there were no agenda changes and stated that CMAP's ON TO 2050 plan launch event is October 10, 2018 with details on postcards at the sign-in table.

### **3.0 Approval of Minutes – April 12, 2018**

On a motion by Mr. Schmidt and seconded by Mr. Pitstick, the minutes of the April 12, 2018 were approved.

### **4.0 Program Monitoring**

#### **4.1 Project Programming Status Sheets**

Ms. Maddux presented the program status summary sheets for active and deferred CMAQ and TAP-L funded projects.

#### **4.2 Programming Summary and Obligation Goal**

Ms. Maddux reported that CMAQ obligation tracking will no longer include Advanced Construction obligations to better align with the way the emissions reductions performance measure is calculated. She reported that current obligations stand at \$64 million, with \$32 million of that being in local highway project, and the other \$32 million in FTA transit grants, \$25 million of that being for the Red and Purple Line Modernization project. Ms. Maddux also announced that CMAP does semiannual status updates, and they were all but guaranteed another \$30 million

would be obligated this year, albeit most projects first going to Advanced Construction.

#### **4.3 Buy America Act**

Mr. Ferguson stated that a few projects were being held up by the Buy America waiver process, including CDOT's Alternative Fuels project, IDOT's Railserve project, and IEPA's Green Fleet Program. The projects being held back are programmed with \$45 million in CMAQ funds over the next three years. Mr. Schmidt stated that the current administration recently issued an executive order to hold off on issuing waivers until a full review of the program can be done. The committee discussed when the executive order was issued and its implications. It was resolved that there is not enough information at this time to make any programming decisions. As new information emerges, staff and committee members will discuss and make informed decisions.

#### **5.0 Project Changes**

Mr. Pitstick questioned if the CMAQ program would be over programmed if all proposed project changes are approved. Ms. Maddux stated that CMAQ projects in Advanced Construction is not counted against fiscal constraint, and staff do not expect all projects in Advanced Construction to be converted in the current federal fiscal year.

#### **5.1 CDOT – Navy Pier Flyover (01-01-0009)**

Ms. Maddux reported that the sponsor is requesting a cost increase of \$16,000,000 CMAQ for construction in FFY 2018 and staff recommends approval.

Ms. Hamilton stated that the project costs increased because engineers on the project found issues with the structure itself. The committee discussed how the project would be built and resulting complications. Mr. Pitstick asked how much money was going to be coming from CMAQ, and Ms. Hamilton answered that half would be coming from CMAQ and other funding sources are being utilized. Mr. Pitstick stated that in the previous meeting he had raised some issues with cost increases, and suggested a threshold at which projects costs can increase. Mr. Ferguson stated that every CMAQ project requesting a cost increase is re-ranked against the other projects in the same application cycle. Mr. Pitstick stated that since the Navy Pier flyover project ranked low and fell in the project rankings, then the project isn't being done solely for improving air quality. Mr. Ferguson then stated that while the evaluation for the project was limited to the project area, the project would have more benefits than just in the small area around it. Mr. Donovan stated that the committee has always valued different approaches to improving air quality. The committee then discussed whether or not more questions should be raised over the increased cost of certain projects, and whether more information should be evaluated. Mr. Ferguson stated that many projects have seen increases in funds needed and the committee has approved.

On a motion made by Mr. Schmidt, and seconded by Mr. Snyder, the requested cost increase was approved.

**5.2 Schaumburg – Algonquin Rd (IL 62) at Meacham Rd (03-03-0102)**

Ms. Maddux reported that the sponsor is requesting a cost increase of \$560,000 CMAQ (\$700,000 total) for right of way in FFY 2018 due to the acquisition of additional parcels not thought to be needed in the original scope.

On a motion made by Mr. Snyder, and seconded by Mr. Schmidt, the requested cost increase was approved.

**5.3 IDOT – Irving Park Rd (IL 19) at Wise Rd (03-18-0007)**

Ms. Maddux reported that the sponsor is requesting a schedule change to move \$240,000 (CMAQ) for right of way funding from FFY 2021 to FFY 2019 to accommodate the current targeted letting.

On a motion made by Mr. Pitstick, and seconded by Mr. Snyder, the requested schedule change was approved.

**5.4 IDOT – Irving Park Rd (IL 19) at Barrington Rd (03-18-0008)**

Ms. Maddux reported that the sponsor is requesting a schedule change to move \$552,000 (CMAQ) right of way funding from FFY 2021 to FFY 2019 to accommodate the current targeted letting.

On a motion made by Ms. Hamilton and seconded by Mr. Snyder, the requested schedule change was approved.

**5.5 La Grange – Stone Ave Metra Station (05-14-0001)**

Ms. Maddux reported that the sponsor is requesting a cost increase of \$270,400 CMAQ (\$338,000 total) for construction in FFY 2018. The project has already been let for bid, and the bids exceeded the expected budget.

Mr. Pitstick asked representatives from La Grange where the local match increase is coming from, and Ms. Peterson responded it would be coming from the Village of La Grange or Metra.

On a motion made by Mr. Snyder, and seconded by Mr. Schmidt, the requested cost increase was approved.

**5.6 DuPage County DOT – 55<sup>th</sup> St from Dunham Rd to Clarendon Hills Rd (08-12-0004)**

Ms. Maddux reported that the sponsor is requesting to reinstate \$3,090,000 CMAQ (3,868,000 total) for construction in FFY 2019. Pre final plans have been submitted, and right of way access has been finalized. The project is targeting the November 2018 letting.

On a motion made by Mr. Schmidt, and seconded by Mr. Snyder, the requested reinstatement was approved.

**5.7 Bensenville – Railroad Ave/Metra Station Access Improvements (08-17-0026)**

Ms. Maddux reported that the sponsor is requesting a cost increase of \$160,000 CMAQ (\$200,000 total) for construction in FFY 2018 due to the low bid being higher than expected.

On a motion made by Mr. Pitstick, and seconded by Mr. Snyder, the requested cost measures were approved.

**5.8 IDOT – IL 47 at Plato Rd (09-10-0016)**

Ms. Maddux reported that the sponsor is requesting a cost increase of \$40,000 CMAQ (\$50,000 total) for right of way in FFY 2018 and to reinstate \$2,400,000 CMAQ (\$3,000,000 total) for construction in FFY 2019 due to higher than expected costs based on pre-final plans. The project is targeting a November letting.

On a motion made by Mr. Snyder, and seconded by Ms. Hamilton, the requested cost increase and reinstatement were approved.

**5.9 Kane County DOT – Randall Rd Adaptive Signal Control (09-14-0004)**

Ms. Maddux reported that the sponsor is requesting a cost increase of \$162,000 CMAQ (\$202,000 total) for construction in FFY 2018. The project is targeting a September letting, and the increase is due to increased cost estimates based on pre-final plans.

Mr. Pitstick asked what the limits of the project would be, and was informed that the area would only involve a few miles of road.

On a motion made by Mr. Rickert and seconded by Mr. Seglin, the requested cost increase was approved.

**5.10 Bensenville – Church Rd from Irving Park Rd to Grove Ave (08-11-0017)**

Ms. Maddux reported that the sponsor is requesting a cost increase of \$119,000 TAP-L (\$149,000 total) for construction in FFY 2018. The project is targeting a September letting, and the costs are higher than originally anticipated due to electrical work on Metra's pedestrian gates.

Mr. Pitstick asked if this project was similar or close to the other project from Bensenville, and was informed that the two projects were close, but were different projects.

On a motion made by Mr. Schmidt, and seconded by Mr. Snyder, the requested cost measures were approved.

**5.11 Carol Stream – Southeast Carol Stream Bike Path (08-17-0021)**

Ms. Maddux reported that the sponsor is requesting a cost increase of \$203,200 TAP-L for right of way in FFY 2019. The Village applied for the funds through the ITEP program, but was not selected. Their request is to fund right of way with 80% federal.

On a motion made by Mr. Snyder and seconded by Ms. Hamilton, the requested cost measures were approved.

## **6.0 FFY 2020-2024 Program Development**

Mr. Ferguson reported on a memo regarding proposed changes to the evaluation of CMAQ projects in the next cycle of program development, noting that changes are expected to be finalized at the August Project Selection Committee meeting. He began by discussing the changes in the Regional Priority Criteria in an attempt to be able to answer questions, as the experts on that topic had to leave early. The new Regional Priority Criteria would drop the parking management category because it has not been used in the past two evaluation cycles. The new criteria will focus on inclusive growth, a priority in ON TO 2050, and award points to projects that benefit populations in economically disconnected communities. Mr. Ferguson noted that proposed evaluation criteria for TAP-L projects would also change in a similar way, by reducing the population-employment density and the safety & attractiveness scoring to accommodate the addition of inclusive growth points.

The committee discussed how these factors would be measured, and many members wanted clarification on how these populations are identified and how the project scoring would be calculated. Mr. Ferguson responded that the projects will be evaluated using CMAP's regional travel model, indicating how many people from economically disconnected areas would benefit from using the project. Committee members discussed how project locations can be identified to ensure high scoring in this area and requested that CMAP staff make available the analysis and maps used to determine the criteria. It was further resolved that there needs to be more clarity in differentiating terms such as "disadvantaged communities," "economically disconnected areas," and "community need" and how they are defined and will be defined in the future as the region changes.

Mr. Ferguson continued by discussing changes to the project evaluation criteria regarding Air Quality Cost Effectiveness. He stated that CMAP staff must report performance on Ozone reduction, which has two emissions precursors - VOCs and NO<sub>x</sub>, and staff proposes to incorporate NO<sub>x</sub> into the cost effectiveness score with VOCs and PM<sub>2.5</sub>. PM<sub>2.5</sub> is currently used for the evaluation of the Direct Emission Reduction projects. Mr. Ferguson then brought up how the implementation would affect projects. Ms. Hamilton asked what projects perform strongly in terms of NO<sub>x</sub>, and Mr. Ferguson responded that while no one project type performs strongly, there is some correlation between VOCs and NO<sub>x</sub>. Ms. Hamilton then asked how NO<sub>x</sub> would be measured for transit projects, and Mr. Ferguson stated that they would be measured the same way VOCs are currently measured. The committee discussed NO<sub>x</sub> being measured in the past but that not all projects were showing NO<sub>x</sub> improvements so the cost effectiveness score started to be based solely on VOCs. Committee members requested that staff analyze whether a certain type of project may be penalized by not producing NO<sub>x</sub> benefits. Mr. Schmidt asked that staff provide an analysis of a few projects of every type based on the proposed changed criteria. Mr. Ferguson agreed to share NO<sub>x</sub> analyses of project types but would not like to share how specific projects score.

Mr. Ferguson continued by discussing changes in the Transportation Impact Criteria. He stated that the main focus of the changes are in the Highway Transportation Impact Criteria, which is currently scored on reliability, safety, the CMP network, and transit benefits. The proposed changes would reduce the reliability point value, but the biggest change is in the safety and need improvement. Mr. Ferguson reported that the proposed criteria be the potential safety improvement score in addition to a safety improvement factor, such as crash reductions. Mr. Schmidt asked whether a project at an intersection that doesn't have a positive PSI score would be considered. Mr. Ferguson responded that it will not receive points under the safety improvement score. The committee discussed the safety aspects of projects, with a heavy emphasis on pedestrian safety, and Mr. Ferguson noted that the data used to evaluate safety includes pedestrian crashes and staff will provide clarity on how pedestrian safety is factored into scoring.

Mr. Snyder commented that he likes the concept of corridor improvements included in the proposed changes, where projects earn points if they demonstrate they are a part of a corridor improvement or have a transit component as part of a highway project. Mr. Snyder asked whether making connections in a corridor that allow for transit access would score points. Mr. Ferguson replied that the project would need to make a direct connection to transit service. Mr. Pitstick stated his concern that an all or nothing point value in this category could lead to all projects being considered corridors with the chance of the transit benefit score leading to a "wash out" in the evaluation, and suggested there be a breakdown of score instead of ten points or zero points. Mr. Ferguson responded that the project would have to demonstrate that there has been a corridor study or other investments in the corridor to qualify. Mr. Snyder stated that while he understand safety being a part of evaluation criteria, the CMAQ program is for improved air quality and the safety category should not have as many points since every project has a safety benefit. Ms. Hamilton asked the purpose of measuring safety as an evaluation criteria. Mr. Ferguson responded that all of the Transportation Impact Criteria attempt to look at project factors outside of simply evaluating air quality to see what other benefits the region can see out of projects. The committee continued to dissect the safety and corridor criteria and Mr. Ferguson agreed to do some more analysis.

Finally, in regard to TAP-L scoring, Mr. Ferguson reported that the only proposed change to evaluation criteria is to include benefits to economically disconnected communities. In the past, projects awarded TAP-L funds were often in wealthier areas that could afford to construct large regional bike paths and staff wants to ensure the program aligns with the region's goal of inclusive growth.

## **7.0 FAST Act**

Mr. Donovan stated that the greenhouse gas component of the PM3 performance measure was removed from the requirements. Mr. Ferguson stated that while CMAP staff doesn't evaluate CMAQ projects for greenhouse gas emissions, it will be addressed in the ON TO 2050 plan.

**8.0 Other Business**

Mr. Schmidt stated for clarification that the aforementioned memo on the Buy America Act was from 2017, not 2018.

**9.0 Public Comment**

There were no comments from the public.

**10.0 Next Meeting**

Mr. Ferguson stated that the next meeting is scheduled for August 16, 2018 at 2:00 p.m.

**11.0 Adjournment**

On a motion made by Mr. Schmidt, and seconded by Mr. Snyder, the meeting was adjourned at 3:43 p.m.

**CMAQ Project Selection Committee Members:**

\_\_\_\_ Darwin Burkhart

\_\_\_\_ Mark Pitstick

\_\_\_\_ Chris Schmidt

\_\_\_\_ Luann Hamilton

\_\_\_\_ Jeffery Schielke

\_\_\_\_ Chris Snyder

\_\_\_\_ Douglas Ferguson, Chair